





With but one or two exceptions the Cal.

the opening dance of the season last, and has given pleasure to large and over-increasing gatherings in the City Hall for the last twelve or fifteen years. This fact alone should certainly commend the St. Andrew's Society as a pleasure-giving body of men. But this Society has other duties to fulfil—in lending a helping hand to needy Schoolmen who come to these shores. It may be there is something after all in the traditional thrift with which their countrymen are credited, for there are comparatively few persons from above the Tweed who present themselves here for assistance. For 'thrift' in many cases one must read 'indifference and self-respect'; and the class who most persistently sustain that character is not the section which furnishes the best field for charitable work. It seems that, notwithstanding this fortunate drawback, the St. Andrew's Society has done a good deal in a quiet, unassuming way for the alleviation of distress; and if we may judge from the aspirations of many of the members of that body, it is more than likely this department of the Society's work will be further developed in the future. It may be mentioned merely by the way, but the presence of a Highland Regiment, with a fair complement of wives and children, ought to furnish ample opportunity for

our nature, and of softening the lot of those who are not so well provided as we are. Some such intention may be shadowed forth by the introduction of new blood into the Society; for it is now generally admitted by those interested that the more jovial recreation furnished by the celebration on the Saint's Day does not fulfil all the duty of Scotchmen in this part of this world. The Chinaman (Hon. P. Ryrie) who has for so many years presided over the deliberations and convivialities of the Scots in this Colony—who has, indeed, been the leading spirit of such work and such gatherings, for over a quarter of a century—has been made Honorary President of the Society for life, in recognition of his great services; and the Hon. J. J. Keswick has been elevated as President, with Mr D. Gillies as Vice

By this arrangement, the services of the veteran chieftain (Mr Rylie) are retained; while new blood will thus be infused into the work of the Society. The new President, who inherits the traditional enthusiasm of the big house at East Point for all that is Scottish, will give a fresh impetus to the new work; while the new Vice-President, who has for a long term of years been closely identified with every thing Scotch in this part of the world, is certain to prove a worthy second in all that concerns the good of Scotchmen in this Colony.

It may be deemed by some of our readers to be somewhat out of place to make this public reference to a body which, in

tion, save that of the genial hos: upon St Andrew's Day. But it has been said that Scotchmen are to be found everywhere and in the Far East they certainly abound and have long abounded, to an alarming extent. Besides, there is such a thing as excessive ample; and in this connection it has often been remarked that other nationalities might combine charity and other objects as our Scottish citizens do. The St. Andrew's Society has, we know, frequently been appealed to by officers of the Government and with the most satisfactory results; were organisations of the same kind, having similar aims, to be formed by other sections of the community, charitable work in the Colony would be a much less indiscriminate and haphazard affair than it is at present. We trust that, while the St. Andrew's Society here may long continue to fan the patriotic flame of Scottish individuality by means of their hospitality, it will also continue to maintain that character for helping the distressed which constitutes its greatest claim to the good wishes of all right-thinking men.

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## TELEGRAMS.

[SUPPORTED BY THE 'CHINA MAIL']

(Via Southern Line)

BETRUTHAL OF PRINCESS MARIA

The Princess Maria (Second daughter of King George) of Greece is betrothed to the Grand Duke Nicholas.

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**A TYPHOON.**

The Acting Consul for Spain has favoured us with a copy of the following telegram received by him this morning:—

'A typhoon is announced from Manila. Coming up from the S.W. it will cross the island of Luzon in a W.N.W. direction, the estimated velocity being seven miles an hour. It is very extensive, but weak. It probably may acquire greater intensity in entering the China Sea.'

Dr De'orck, in his report issued at 10.37 a.m. says:—At 4 p.m. on the 20th the following telegram was received: 'A hard northerly gale is raging in Bolineao.' At 10.20 a.m. directions to hoist the red cone pointing downwards; and at 10.30 a.m. 'The centre of the typhoon has entered the China Sea near Bolineao and appears to move westwards. It is possible that there is another typhoon to the East of Formosa moving northwards (issued at 10.37 a.m. to-day).







## Mails.

## NOTICE.

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
PAQUEBOTS POSTE FRANÇAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, AND PORTS  
OF BRAZIL, AND LA PLATA;  
ALSO  
LONDON, HAVRE AND BORDEAUX.

ON THURSDAY, the 9th October,  
1890, at Noon, the Company's S.S.  
SINGAPORE, Commander HOBBS,  
with MAIL, PASSENGERS, SPECIE,  
and CARGO, will leave this Port for the  
above places.

Cargo and Specie will be registered for  
London as well as for Marseilles, and accepted  
in transit through Marseilles for the  
principal places of Europe.  
Shipping Orders will be granted till  
Noon.

Cargo will be received on board until 4  
p.m. Specie and Parcels until 3 p.m. on  
the 8th October, 1890. (Parcels are not  
to be sent on board; they must be left at  
the Agency's Office.)

Contents and value of Packages are required.  
For further particulars, apply at the  
Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, September 26, 1890. 1676

CANADIAN PACIFIC STEAMSHIP  
AND RAILWAY COMPANIES.

PROPOSED SAILINGS FROM HONGKONG, 1890.

(SUBJECT TO ALTERATION.)

PARTHA, SATURDAY, 11th Oct.

SUSSEX, FRIDAY, 31st Oct.

BATAVIA, SATURDAY, 14th Nov.

ABYSSINIA, THURSDAY, 4th Dec.

PARTHA, THURSDAY, 25th Dec.

BATAVIA, SUNDAY, 25th Jan.

THE British Steamship PARTHA,

Capt. J. PAXTON, sailing at Noon, on

SATURDAY, the 11th October, will proceed

to VANCOUVER, via SHANGHAI,  
INLAND SEA, and YOKOHAMA.

RATES OF PASSAGE.

From HONGKONG First Class.

To Vancouver and Victoria, \$210.00

To Port Townsend, Seattle, Tacoma, \$215.00

To Portland, Oregon, \$220.00

To Winnipeg, Minneapolis, St. Paul, \$225.00

To Chicago, Kansas City, Milwaukee, \$230.00

To St. Louis, Detroit, Cincinnati, \$235.00

To Hamilton, Kingston, London,  
(Oct.), Ottawa, Toronto, Montreal,  
New York, Albany, Buffalo, Niagara Falls,  
Baltimore, Philadelphia and Washington.

To Quebec, Boston, Portland (Maine), \$205.00

To Halifax, St. John's, \$205.00

To Liverpool, \$235.00

To London via Liverpool, \$235.00

To Paris and Bremen, \$245.00

To Havre and Hamburg, \$235.00

Through Passage Tickets granted to Eng-  
land, France, and Germany by all trans-  
Atlantic lines of steamers.

Special rates (first class only) are granted to  
Missionaries, members of the Naval,  
Military, Diplomatic, and Civil Services, to  
European officials in service of China and  
Japan, and to Government officials.

Return Tickets.—First and second class  
only.—Prepaid return tickets to Pacific  
Coast Ports, and to Eastern and Interior  
Points of Canada and U.S.A. will be granted,  
available for—

6 months at 25 per cent. off Return Fare

3 " " 60 per cent. "

(Times is reckoned from the date of landing to  
date of re-embarkation (Vancouver).)

Passengers to Pacific Coast Ports and to  
Interior and Eastern Points of Canada and  
U.S.A. not holding prepaid return tickets  
but who re-embark within 12 months from  
date of landing at Vancouver will be allowed  
10 per cent. off the return fare.

Prepaid return tickets to European  
Ports will be issued available for 12  
months at double fare (Mexico Dollars).

CARGO.—Through Bills of Lading issued  
to Japan, Pacific Coast Ports, and to  
Canadian and United States Ports.

CONSULAR INVOICES of Goods for United  
States Ports should be in quadruplicate;  
and one copy must be sent forward by the  
steamer to the care of D. E. BROWN, Assistant  
General Freight and Passenger Agent,  
Canadian Pacific Railway Company, Van-  
couver, B.C.

PARCELS must be sent to our office with  
address marked in full by 5 p.m. on the  
day previous to sailing.

For further information as to Passage  
and Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, September 26, 1890. 1701

## NORDEUTSCHER LOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN,  
SUEZ, PORT SAID,  
BRINDISI, GENOA, ANTWERP,  
BREMER, HAMBURG,  
PORTS IN THE LEVANT, BLACK  
SEA & BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON & SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL  
AT SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 25th day of October  
1890, at 10 a.m., the Company's  
Steamship NECKER, Captain H. SUPPES,  
with MAIL, PASSENGERS, SPECIE,  
and CARGO, will leave this port as above,  
calling at Genoa.

Shipping Orders will be granted till  
Noon, Cargo will be received on board  
until 4 p.m., Specie and Parcels until 3  
p.m. on the 25th October. Parcels  
are not to be sent on board; they must be  
left at the Agency's Office. Contents and  
value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewards.

For further Particulars, apply to

MELOERS & Co.,  
Agents.

Hongkong, September 29, 1890. 1703

## Mails.

## NOTICE.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
ADEN, ISMAILIA, PORT SAID,  
MALTA, GIBRALTAR, MARSEILLES,  
BRINDISI, TRIESTE, VENICE,  
PLYMOUTH AND LONDON;  
ALSO  
BOMBAY, MADRAS, CALCUTTA  
AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills  
of Lading for BATAVIA, PESIAN  
GULF PORTS, MARSEILLES,  
TRIESTE, HAMBURG, NEW YORK  
AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
PESHAWUR, Capt. W. A. WHEELER, with  
H.M. Majesty's Mail, will be despatched  
from this Port for LONDON, via BOMBAY  
and SUEZ CANAL, on THURSDAY, 2nd  
October, at Noon.

Cargo will be received on board until 4  
p.m. Parcels and Specie (Gold) at the Office  
until 4 p.m. on the day before sailing.  
Silk and Valuable Goods for General Cargo  
for London will be conveyed via Bombay  
without transshipment, arriving one week  
later than by the ordinary direct route via  
Colombo. Tea will be sent either via Bumbay  
or Colombo, according to arrangement.

For further Particulars regarding  
FREIGHT and CARGO, apply to the  
PENINSULAR AND ORIENTAL STEAM NAVI-  
GATION COMPANY'S Office, Hongkong.

The Contents and value of Packages are  
required to be declared prior to shipment.  
Shippers are particularly requested to  
note the terms and conditions of the Com-  
pany's Black Bill of Lading.

Passengers desirous of insuring their bag-  
gage can do so on application at the Com-  
pany's Office.

This Steamer takes Cargo and Passengers  
for MARSEILLES.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, September 24, 1890. 1607

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND THROUGH  
AT YOKOHAMA AND SAN  
FRANCISCO.

THE U. S. Mail Steamship CITY OF  
RIO DE JANEIRO will be de-  
parted for SAN FRANCISCO, via YOKO-  
HAMA, on TUESDAY, the 21st October,  
at 1 p.m., taking Passengers and Freight  
for Japan, the United States, and Europe.

Through Bills of Lading issued for trans-  
portation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and  
Inland Cities of the United States, via  
Overland Railways, to Havana, Trinidad,  
Central and South America, by the Com-  
pany's and connecting Steamers.

Through Passage Tickets granted to Eng-  
land, France, and Germany by all  
trans-Atlantic lines of Steamers.

First-class Fare granted as follows:—  
To San Francisco, \$225.00  
To San Francisco and return, \$393.75  
available for 6 months

To Liverpool, \$350.00  
To London, \$350.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers by this Line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passengers, who have paid full fare, re-  
marking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Freight will be received on board until 4  
p.m. the day previous to sailing. Parcel  
Packages will be received at the office until  
5 p.m., same day; all Parcel Packages  
should be marked to address in full; value  
of same required.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, No. 53, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, September 29, 1890. 1697

## Intimations.

A RAMBLE THROUGH SOUTHERN  
FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted  
from the Chinese Review, contains one of the  
best Sketches of Formosa Life yet written.  
A few roughly-executed Woodcuts are  
included in the pamphlet.

May be had—Price, \$1—at Messrs. LANE,  
CHAWFORD & Co., and Messrs. KELLY &  
WALSH, LIMITED, Hongkong; also, Mr. N.  
MOULLE, Amoy.

COLLEGE OF MEDICINE FOR  
CHINESE.

RESIDENTS in the Colony would  
be materially aided by the SENATE of the  
COLLEGE by forwarding to the ALICE  
MEMORIAL HOSPITAL (for museum purposes).

(1) Glass Jars (for museum purposes).

(2) Illustrated Papers and Books for the  
Student's Reading Room and Library.

Address to

JAMES CANTLIE,  
Hon. Sec. to the College.

Hongkong, August 7, 1888. 1317

## PUBLICATIONS.

'CHINA MAIL' OFFICE.

CHINA REVIEW—published once in  
Two Months.

OVERLAND CHINA MAIL—for every  
Weekly Mail.

CHINA MAIL—Every Day.

Orders for Printing and Book-binding  
promptly executed at MODERATE CHARGES.

'CHINA MAIL' OFFICE,  
2, Wyndham Street (behind the Club.)

## Mails.

Occidental & Oriental Steam-  
Ship Company.

TAKING CARGO AND PASSENGERS  
TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND  
SOUTH AMERICA, AND EUROPE,  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC & OTHER CONNECTING  
STEAMERS.

THE Steamship OCEANIC will be  
despatched for San Francisco, via  
Yokohama, on THURSDAY, October  
9th, 1890, at 1 p.m. Connection being  
made at Yokohama with Steamers from  
Shanghai and Japan Ports.

All Parcel Packages should be marked to  
address in full; and same will be received  
at the Company's Office until 5 p.m. the  
day previous to sailing.

First-class Fare granted as follows:—  
To San Francisco, \$225.00  
To San Francisco and return, \$393.75  
available for 6 months

To Liverpool, \$350.00  
To London, \$350.00

To other European points at proportion-  
ate rates. Special reduced rates granted to  
Officers of the Army, Navy, Civil Service  
and the Imperial Chinese Customs, to be  
obtained on application.

Passengers by this Line have the option  
of proceeding Overland by the Southern  
Pacific and connecting Lines, Central Pacific,  
Northern Pacific or Canadian Pacific  
Railways.

Passengers, who have paid full fare, re-  
marking at San Francisco for China or  
Japan (or vice versa) within one year will be  
allowed a discount of 10%. This allowance  
does not apply to through fares from China  
and Japan to Europe.

Consular Invoices to accompany Cargo  
destined to points beyond San Francisco  
in the United States, should be sent to the  
Company's Office in Sealed Envelopes,  
addressed to the Collector of Customs at San  
Francisco.

For further information as to Freight  
or Passage, apply to the Agency of the  
Company, No. 53, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, September 16, 1890. 1623

## Insurances.

QUEEN FIRE INSURANCE COM-  
PANY.

THE Undersigned, Agents for the above  
Company, are prepared to ACCEPT  
RISKS against FIRE at Current Rates.

NORTON & Co.,  
Agents.

Hongkong, July 15, 1887. 1340

## Intimations.

HONGKONG HIGH LEVEL TRAM-  
WAYS COMPANY, LTD.

SUMMER TIME TABLE.  
(To take effect from 1st May.)

WEEK DAYS.

8 a.m. to 10 a.m. every quarter of an hour.

12 noon to 1 p.m. every quarter of an hour.

1 p.m. to 2 p.m. every quarter of an hour.

2 p.m. to 3 p.m. every quarter of an hour.

3 p.m. to 4 p.m. every quarter of an hour.

4 p.m. to 5 p.m. every quarter of an hour.

5 p.m. to 6 p.m. every quarter of an hour.

6 p.m. to 7 p.m. every quarter of an hour.

7 p.m. to 8 p.m. every quarter of an hour.

8 p.m. to 9 p.m. every quarter of an hour.

9 p.m. to 10 p.m. every quarter of an hour.

10 p.m. to 11 p.m. every quarter of an hour.

11 p.m. to 12 midnight every quarter of an hour.

12 midnight to 1 a.m. every quarter of an hour.

1 a.m. to 2 a.m. every quarter of an hour.

2 a.m. to 3 a.m. every quarter of an hour.

3 a.m. to 4 a.m. every quarter of an hour.

4 a.m. to 5 a.m. every quarter of an hour.

5 a.m. to 6 a.m. every quarter of an hour.

6 a.m. to 7 a.m. every quarter of an hour.

7 a.m. to 8 a.m. every quarter of an hour.

8 a.m. to 9 a.m. every quarter of an hour.

9 a.m. to 10 a.m. every quarter of an hour.

10 a.m. to 11 a.m. every quarter of an hour.

11 a.m. to 12 noon every quarter of an hour.

12 noon to 1 p.m. every quarter of an hour.

1 p.m. to 2 p.m. every quarter of an hour.

2 p.m. to 3 p.m. every quarter of an hour.

3 p.m. to 4 p.m. every quarter of an hour.

4 p.m. to 5 p.m. every quarter of an hour.

5 p.m. to 6 p.m. every quarter of an hour.

6 p.m. to 7 p.m. every quarter of an hour.

7 p.m. to 8 p.m. every quarter of an hour.

8 p.m. to 9 p.m. every quarter of an hour.

9 p.m. to 10 p.m. every quarter of an hour.

10 p.m. to 11 p.m. every quarter of an hour.

11 p.m. to 12 midnight every quarter of an hour.

12 midnight to 1 a.m. every quarter of an hour.

1 a.m. to 2 a.m. every quarter of an hour.

2 a.m. to 3 a.m. every quarter of an hour.

3 a.m. to 4 a.m. every quarter of an hour.

4 a.m. to 5 a.m. every quarter of an hour.

5 a.m. to 6 a.m. every quarter of an hour.

6 a.m. to 7 a.m. every quarter of an hour.

7 a.m. to 8 a.m. every quarter of an hour.

8 a.m. to 9 a.m. every quarter of an hour.

9 a.m. to 10 a.m. every quarter of an hour.

10 a.m. to 11 a.m. every quarter of an hour.

11 a.m. to 12 noon every quarter of an hour.

12 noon to 1 p.m. every quarter of an hour.

1 p.m. to 2 p.m. every quarter of an hour.

2 p.m. to 3 p.m. every quarter of an hour.

3 p.m. to 4 p.m. every quarter of an hour.

4 p.m. to 5 p.m. every quarter of an hour.

5 p.m. to 6 p.m. every quarter of an hour.

6 p.m. to 7 p.m. every quarter of an hour.

7 p.m. to 8 p.m. every quarter of an hour.

8 p.m. to 9 p.m. every quarter of an hour.

9 p.m. to 10 p.m. every quarter of an hour.

10 p.m. to 11 p.m. every quarter of an hour.

11 p.m. to 12 midnight every quarter of an hour.

12 midnight to 1 a.m. every quarter of an hour.

1 a.m. to 2 a.m. every quarter of an hour.

2 a.m. to 3 a.m. every quarter of an hour.

3 a.m. to 4 a.m. every quarter of an hour.

4 a.m. to 5 a.m. every quarter of an hour.

## Merchant Vessels in Hongkong Harbour.

## Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at

1. From Green Island to the Gas Works.

2. From the Works to the Island's Wharf.

3. From Jardine's Wharf to the Harbour Master's Office.

4. From Harbour Master's Office to the P. and O. Co.'s Office.

5. From P. and O. Co.'s Office to the Naval Yard.

6. From Naval Yard to the Blue Buildings.